

H. P. TAYLOR
Solicitor.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 3046. 日一廿月四年八十二光緒

WEDNESDAY, MAY 28, 1902.

三拜禮

號八十月五年英港

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$14,250,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,250,000
RESERVE LIABILITY OF PROP'RS. \$10,000,000

COURT OF DIRECTORS:
R. SHAW, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
C. W. DICKSON, Esq., H. SCHUBERT, Esq.
E. GOETZ, Esq., N. A. SIEBS, Esq.
G. H. MEDHURST, Esq., H. W. SLADE, Esq.
D. M. MOSES, Esq., H. E. TOMKINS, Esq.
A. J. RAYMOND, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, Esq.
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4½ per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd May, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3½ PER
CENT. per annum.
Depositors may transfer at their option
balances of \$500 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kik Shan, Esq., C. E. EVANS, Esq.
Chow Tung Shing, Esq., J. JULIUS FOCKE, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).
LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Manager.
Hongkong, 15th April, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,738,600
TOTAL \$6,738,600
U.S. Gold.

Head Office: NEW YORK.

Directors:
Samuel D. Babcock. Adrian Iselin Jr.
George F. Baker. James N. Jarvie.
August Belmont. Augustus D. Juilliard.
George S. Bowdoin. Richard A. McCurdy.
Frederic Cromwell. Levi P. Morton.
Walter K. Gillette. Walter G. Oakman.
E. H. Harriman. Alexander E. Orr.
O. G. Haven. Henry H. Rogers.
R. Somers Haynes. H. McK. Twombly.
Charles R. Henderson. F. W. Vanderbilt.
Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.
Henry A. Murray, 2nd Vice President.
John Gault, Manager, Foreign Dept.
Wm. C. Edwards, E. C. Hubbard, Secretary.
F. C. Harriman, R. C. Newton, Assistant Treasurer, Trust Officer.

London Committee:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
FARR'S BANK, LIMITED.

Hongkong Office:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.
On Current Accounts at 2½ per annum.
On Fixed Deposits:
For 3 months 2½ per annum.
" 6 " 3½ " "
" 12 " 4½ " "
N. G. EVANS,
Acting Manager.
Hongkong, 10th April, 1902. [128d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECRET
OF THE 19TH NOVEMBER, 1900.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHENGFOO. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.
4½ " " " 6 " "
5½ " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" 6 " " " 3½ " "
" 3 " " " 3 " "
T. H. WHITEHEAD,
Manager.
Hongkong, 17th May, 1902. [11]

Maris.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(INCORPORATED IN ENGLAND)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SINGAPORE & BOMBAY Tientsin W. W. Cooke, R.N.R., Noon, 29th May ... Freight only.
MSEILLES and LONDON Socotra G. W. Babot, R.N.R., Noon, 30th May ... Freight only.
YOKOHAMA Suez E. Spicer About 31st May ... Freight or Passage.
SHANGHAI Parramatta R. T. L. Cook, R.N.R., About 6th June ... Freight or Passage.
LONDON, &c. Sumatra G. H. C. Weston, R.N.R., Noon, 7th June ... Freight or Passage.

(See Special Advertisement).

† Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).
‡ (Calling at PENANG and COLOMBO if sufficient inducement offers).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th May, 1902. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PREUSSEN THURSDAY, 12th June.
HAMBURG THURSDAY, 26th June.
PRINZ HEINRICH THURSDAY, 10th July.
SACHSEN THURSDAY, 24th July.
KLAUSCHOU THURSDAY, 7th August.
BAYERN THURSDAY, 21st August.
KONIG ALBERT THURSDAY, 4th September.
PRINCESS IRENE THURSDAY, 18th September.
DARMSTADT WEDNESDAY, 11th October.
PREUSSEN WEDNESDAY, 25th October.
HAMBURG WEDNESDAY, 12th November.
KARLSRUHE WEDNESDAY, 26th November.

Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of June, 1902, at NOON, the Steamship "PREUSSEN,"
of the NORDEUTSCHER LLOYD, Captain E. Prehn, with PASSENGERS,
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 10th June, Cargo and
Specie will be received on Board until 5 P.M. on WEDNESDAY, the 11th June, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th May, 1902. [6]

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK AND ENGINE STORES of every description, of the best quality and at most
reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.
Sir Chas. Price's Compound Engine Oil.
Crane's Cylinder Oil.
"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.
American "Valvoline".
Soapstone for Topsides, &c., &c. Boot-topping in two shades.
Baxters All long flax Canvas (the best in the market).
Gourock All long flax Canvas and Grass Bleached Canvas.
Woodberry Canvas and Duck.
Ships Upholstery a speciality, attended to by experienced European Assistants. Any
kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [732c]

GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902. [271c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,
Late Tait's, Crutcher & Co., Ltd.

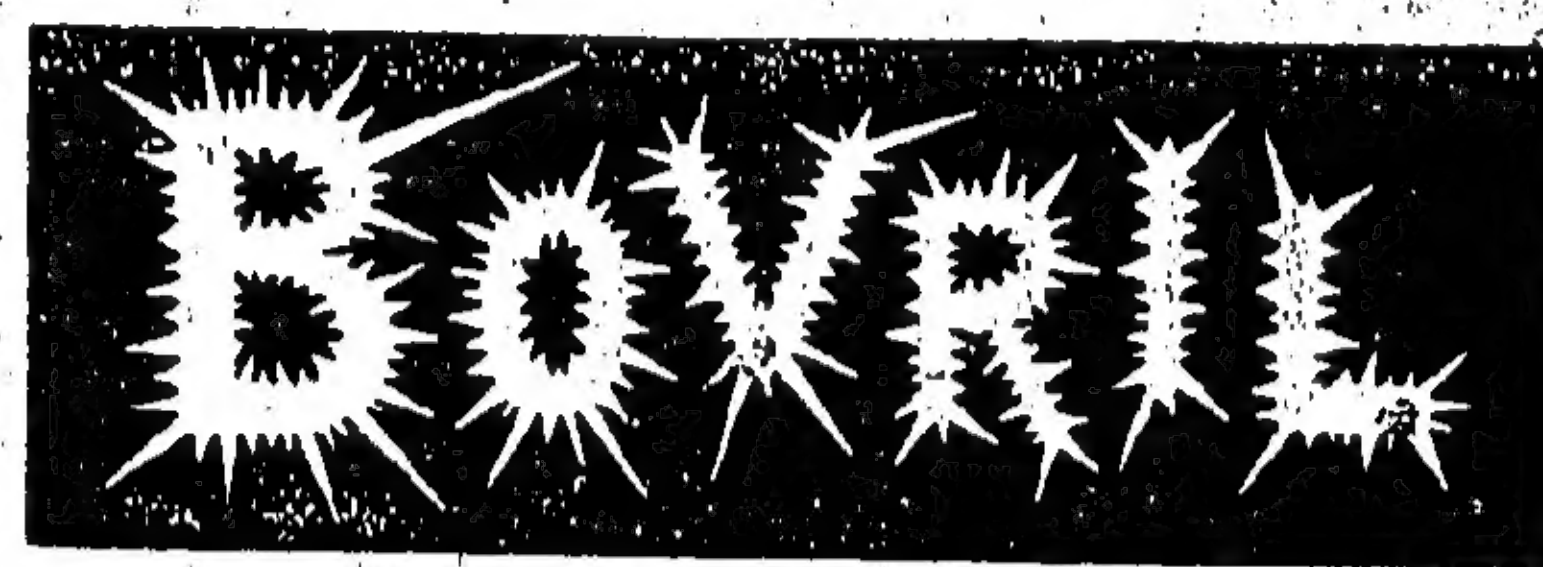
Hongkong, 1st November, 1902. [16]

Intimations.

BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe
Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest
a dirty, unhealthy tenement, so disease will instal itself in a deranged system and take a hold.
Bovril shakes the grip when disease is there by making clean, healthy blood; the attack
weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel;
rather prepare your system against the attack of disease by using it to invigorate, and create
clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a
household word from one end of the world to the other. Just as the electric light has sur-
passed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beef
teas of a quarter of a century ago. It is the culmination of scientific achievement in the
production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a
shield against the effects of a muggy, humid climate; in weakness, a substitute for regular
meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the
patient with true nourishing food, readily taken, palatable, and digestible.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

24]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chifoo, Tientsin, Newchwang, Port Arthur, Seoul, Chamulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimomoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishina, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yuzukibara and other
Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.,

12, Queen's Road,

TELEPHONE No. 135.

are SOLELY

Wine, Spirit and Bottled

Beer Merchants.

They only supply genuine liquors of unquestionable

purity at popular prices.

Hongkong, 27th March, 1902. [952c]

Ginger Beer,

IN STONE BOTTLES.

The best on the market.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 26th May, 1902.

Telephone No. 76.

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Telephone No. 76.

Telephone No. 76.

Telephone No. 76.

Telephone No. 76.

Telephone No. 76.

AN ELECTRIC RAILWAY FOR NAGASAKI.—A great many of the most prominent Japanese are in favour of the starting of an Electric Railway in the town.

LARCENY AND BANISHMENT.—Wong Tsui, apprentice fitter, was charged this morning with stealing \$42 from a carpenter. He got one month, and for disobeying an order of banishment an extra year's hard labour.

DEATH OF LORD PAUNCEFOTE

REFERENCE IN THE SUPREME COURT.

In the Supreme Court this morning the Chief Justice expressed his regret at the loss of the late Lord Pouncefote as follows:—
Mr. Attorney and gentlemen of the bar. Before proceeding to the judicial business of the day I desire to express the deep regret with which the Court and the legal profession of Hongkong received the sad tidings, transmitted by telegraph that Lord Pouncefote, the British Ambassador, to the United States of America has passed away. His death is a loss to the British nation, and he seems to have been universally admired and respected both in his own country and the United States. Before he entered upon his brilliant foreign office and diplomatic career, he was well known in this Colony. It was in 1865 that he first became Attorney-General of Hongkong. I believe he twice acted as Chief Justice here, viz. in 1869 and in 1872 and, before he left the Colony in December 1873, he received a note of thanks from the Legislative Council for the assistance he had rendered in improving the legislation of the Colony. It was to him we owed the Code of Civil procedure, which was only superseded last summer, and which remained in force for 28 years, and many other important ordinances. At the banquet given to him before his departure, the Governor, Sir Arthur Kennedy is reported to have used these words:—"They know him to be an able lawyer, but, better than that, he was an English gentleman, and, he trusted that this move would lead to yet higher distinction. He himself could give testimony to his public virtues, and those present would do so to his social qualities." Sir Arthur Kennedy's hopes were fully realised, as honour after honour was conferred upon this able and upright man, as he steadily and unostentatiously pursued his chosen career to its appointed end. I will not longer detain you, but I thought the death of one, for more than eight years so closely connected with the Councils and the Courts of Hongkong afforded a fitting opportunity to express at once the kindly feeling and the high respect with which his memory is cherished in the Colony.

The Acting Attorney General (Hon. A. G. Wise) said:—My Lord, on behalf of the legal profession of this Colony I desire to join you in the expression of our deep and sincere regret at the loss sustained by the nation, in the death of Lord Pouncefote. Apart, however, from this loss the Colony had a more intimate connection with Lord Pouncefote. There are not many of us who remember him when he was here, but most of us, at any rate, have spent many an hour in pondering over his legacy to the Colony, viz. the code. The legacy has served its time, and is now a thing of the past, but I think it ought to be remembered, that for twenty eight years it withstood the attacks of the combined legal talents of this place, and that on only two occasions were amendments made.

DEATH OF MR. DAVID GILLIES.

AT GLASGOW.

It is with deep regret that we have this day to record the death of Mr. David Gillies, which occurred at Glasgow yesterday. The sad news was communicated to the Colony by the deceased gentleman's brother, who sent the following telegram from Glasgow to Mr. Victor H. Deacon. It was dated 27th May, 7.50 p.m. "Brother David died here to-day, Gillies." It was only on the 13th of last month that the late Mr. Gillies had such an enthusiastic send off when he left the Colony for the old country, and no one for a moment doubted that he would enjoy several years of well earned rest among his friends at home. His many acquaintances in Hongkong have now to mourn his death, which, coming as soon after his departure from a Colony he served so faithfully and well, is the more lamented.

The name of the late Mr. David Gillies will always be associated with the Hongkong and Whampoa Dock Co., Ltd. for to him was due much of the success of that great enterprise. In connection with this the following passage from a recent report of the Directors will not be out of place:—"Your Directors have to report that your Chief Manager, Mr. Gillies who for the past 26 years has managed the business of the Company with such distinguished success and been greatly instrumental in raising it to the position it is now in, has definitely tendered his resignation, which, in view of his desire to retire from the management and the active business life he has hitherto led, your Directors have felt bound to accept."

The late Mr. Gillies took an active part in the well-being of the citizens, and with his name will always be associated with that of the St. Andrew's Society for which he worked so hard for many years. To show their appreciation of his services prior to his leaving the Colony, the members presented him, and two other past Presidents, who were leaving Hongkong, with a silver watch as a token of the respect, friendship and esteem entertained by fellow members of the Society. Many gatherings were held to bid him adieu, and on the 4th and 5th Mr. Gillies stepped on board of the German mail steamer *Bayern*, amid the waving of flags and the cheering of the crew, to a colony that was so soon to mourn his loss.

COTTAM & CO. FOR GENTS' BATHING.

ALLEGED COLLISION OFF THE NINEPINS.

STEAMER AND JUNK.

In the Supreme Court this morning, before the Chief Justice, His Lordship W. M. Goodman, K.C., an action was commenced in which the owners of the steamship *Kate* sought to recover damages from the master of the junk *San Hop Cheong* for damages consequent upon a collision alleged to have taken place off the Ninepin Island, on the 26th February last. The master of the junk entered a counterclaim in respect of same.

Mr. E. H. Sharp, barrister at law (instructed by Mr. J. Hastings, solicitor), appeared for the plaintiff and Mr. M. Slade, barrister-at-law (instructed by Mr. F. X. D'Almada e. Castro, solicitor), for the defendant.

The position of the owners of the s.s. *Kate* was as follows:—
The *Kate* is a screw steamship of 2,224 tons registered and owned by E. A. Sasbits of Trieste in the Empire of Austria. At the time of the events hereinafter related she was on a voyage from Moji to Hongkong with a cargo of coal. The *San Hop Cheong* is a Chinese owned three masted junk about 120 feet in length, and at the time of the said events was on a voyage from Amoy to Hongkong and was laden with salt. At about 9.30 a.m. on the 26th February, 1902 the *Kate* was about 2 miles to the south of the Ninepin Islands whence she took a westerly course so as to pass to the southward of Lamtung Island outside the Lympoon entrance to the harbour of Hongkong. She was going at the rate of about 7½ miles an hour. A good look-out was being maintained on board her. The weather was fine and clear. The sea was choppy and a

STRONG WIND WAS BLOWING from about east-north-east which freshened as she approached Lamtung Island. Soon after passing the Ninepin Islands the *Kate* cleared a group of Chinese fishing vessels, whereupon the Captain and others on board her observed a junk about half a mile ahead and slightly on the starboard bow proceeding in the same direction as the *Kate*. The junk was running before the wind the mainsail to port and the mizzen sail to starboard; her foresail was not at this time visible from the *Kate*, the view being obstructed by the junk's mainsail. The junk proved to be the *San Hop Cheong*. The *Kate* and the junk kept on their parallel westerly courses the *Kate* gradually overtaking the junk, till they were between half and three quarters of a mile to the south of Tahong point on Lamtung Island. The bow of the *Kate* had by this time got to within half a length of being level with the stem of the junk and the *Kate* was about to pass the junk at a distance of about 100 yards clear on the *Kate*'s starboard side. The junk then suddenly turned to port across the course of the *Kate*. The helm of the *Kate* was immediately put hard-a-starboard, but the junk continued turning to port and her mainsail jibed over to starboard; her foresail then became visible from the *Kate* and was observed to be also to starboard. The junk came on towards the *Kate* so rapidly that within a minute, or thereabouts, after first leaving her westerly course her starboard bow struck the starboard side of the *Kate* abreast of the mainmast. The *Kate*'s helm was kept hard-a-starboard till the collision. The junk made a large hole in the *Kate* extending almost to the water line and inflicted other serious injuries to the *Kate*. The sea immediately began to

WASH INTO THE KATE, which was in imminent peril of foundering, and would have done so but for the prompt measures taken by her crew to save her. The place of collision is within the waters of this Colony. The junk being an overtaken vessel neglected to keep her course as required by article 2 of the regulations for preventing collisions at sea. The helm of the junk was improperly starboarded and was improperly kept to starboard. There was no proper lookout maintained on board the junk. Those on board the junk neglected to take the precautions required by article 29 of the said regulations. The collision and the damages and losses consequent thereon were caused by the reckless and improper navigation of those on board the junk. The plaintiffs claim:—1. A declaration that they are entitled to the damage proceeded for. 2. The condemnation of the junk and her freight in such damage and in costs. 3. To have an account taken of such damage with the assistance of merchants. 4. Such other relief as the nature of the case shall require.

THE ANSWER AND COUNTERACTION of the defendants was to the effect that the junk was three masted and about 120 feet long and carried a crew of 79 all told. On the 26th February 1902 before, and at the time of collision mentioned, the junk was on a voyage from Sai Ching, near Swatow to Hongkong and Canton with a full cargo of salt. The weather was clear and fine; there was a moderate sea strong flood tide, a strong breeze about E. N. E. The junk had left San Mun Island before sunrise and had passed to the west of the Ninepin Islands and had borne away as nearly before the wind as was safe when a steamer, which subsequently proved to be the *Kate*, was sighted about on her port quarter from a mile to a mile and a half distance. At that time, and up to the time of the collision, the junk was proceeding under mainsail and foresail, both being to starboard. The speed of the junk was about 5 miles an hour and that of the *Kate* considerably greater, being at least 8 miles an hour. The courses of the two ships were converging and the *Kate* rapidly overtook the junk. When the junk was about the middle of the Tathong Channel the *Kate* had drawn up almost to her beam and was about 100 yards clear. The *Kate* then gave one blast on her whistle and appeared to continue on her original course for a short time and then alter

her course to starboard, so as to cross ahead of the junk. The junk was kept on its course, until it was apparent that if she continued on her course a collision would be inevitable. She was then luffed up sharply with the intention of passing under the stern of the *Kate*, but was unable to clear her and struck the starboard side of the ship about 50 ft from her stern with her starboard bow, whereby considerable damage was caused to both vessels, but the *Kate* was in no immediate danger in consequence of the collision. Neither before nor after the collision did the *Kate* slacken her speed, stop or reverse, and after the collision took no steps to assist the junk or to ascertain whether she was in any danger or need of assistance, but continued on her course at full speed. Save as hereafter admitted the several allegations in the action are denied. The *Kate* did not keep out of the way of the junk. The *Kate* improperly crossed ahead of the junk having ample room to pass under her stern.

COTTAM & CO. FOR TRESS'S STRAW.

All the officers of the *Kate* were Italians and the master, in his evidence, stated that the force of the wind at time of collision was 3. The holes made by the collision were connected by fractures over a space of 100 ft long and 2 ft square, reaching within a foot of the waterline. The ship was only saved from foundering by shifting the cargo (consisting of coal) over to the port side, thus luffing the ship, and raising the hole a little from the choppy sea. As it was a quantity of the water got into the hold. He also stated that he was on the bridge at the time of collision and that there was a man on the lookout.

Captain James Douglas, who has been a marine surveyor in Hongkong for the last three years, and who previous to that was a master in the Douglas Steamship Company for six years, was the first witness called upon. He said that he inspected both vessels on their arrival, and that in addition to the hole already mentioned the *Kate* had 15 frames damaged, 5 deck beams bent, and the rudder broken in two places. The junk's deckhouse was battered in, and she received other injuries to the wooden beams, but sustained no damage to make the vessel leaky. The Chunam caulking protruded from the seams, but was not due to the collision. Mr. Slade, however, remarked that he had visited the junk this morning, and that she was like a sieve. He asked Captain Douglas, who had stated that he passed the junk nearly every day and that she appeared to be in the same condition as on her arrival, if he had been down the fore peak, and he, Captain Douglas, replied in the negative. Mr. Slade suggested that the Court should visit the vessel.

The plaintiffs stated that immediately after the collision the engines of the *Kate* were slowed and she was about to take steps to assist the junk, but the junk, as soon as she was clear of the *Kate*, continued turning to port till she got back to her original westerly course and proceeded on her way to Hongkong. The master of the *Kate* seeing that the damage to the junk was trifling and high above the water line and that she was in no danger or need of help and finding that the injuries to his own vessel were of such a nature that he must at once take her into a place of safety proceeded so as to reach smooth water and also to be near the land with a view of beaching the *Kate* if necessary. As to the counterclaim, the plaintiffs repeat the statements made in their pleadings and deny that the owner of the junk is entitled to the relief which he seeks.

The master of the junk was called into the witness box where he was assisted by a model of a three masted junk, placed in front of him. He gave his evidence through an interpreter. The case was adjourned till to-morrow morning.

SAMPAN RUN DOWN.

WOMAN DROWNED.

It was reported to the police this morning that the steam-launch *Kunyang* ran down, and sank, a sampan in the harbour yesterday causing the death of the boatman's wife by drowning. Her body has not yet been recovered.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m.

ORDERS OF THE DAY.

1. Minute from the Honourable Colonial Secretary relative to Mr. Osbert Chadwick's Report on the Sanitation and Water Supply of Hongkong.
2. Minute from the Honourable Colonial Secretary relative to Professor Simpson's Preliminary Memoranda on Plague Prevention in Hongkong.
3. Draft Bye-laws relative to licensing regulations and sanitary maintenance of Boarding Houses.

AGENDA.

1. Mortality Statistics for this Colony for the weeks ended 3rd and 10th May, 1902.
2. Minutes by the Medical Officer of Health relative to the closing of certain wells.

PLAGUE RETURNS.

A return showing (a) the Number of Cases of Bubonic Fever (Plague) which have been notified as occurring in Hongkong, during the day ended noon of (28th May, 1902, and (b) the localities in which they have occurred.

No.	Health District.	Streets.	House Numbers.	Remarks.
132	13	Quarry Bay, Fd. in a hut.		Chinese, dead.
134	28	Temple St. Fd. in a ship lane.		"
135	9	David Lane off Central Street.		"
136	75	Found in street.		"
137	8	Found in Hongkong.		"
138	8	Abchurch Street.	Found 199, 40	"

COTTAM & CO. FOR SUMMER UNDERWEAR.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions from E. F. SKERTCHLY, Esq., to Sell by PUBLIC AUCTION,

on FRIDAY, the 29th May, 1902, at 2.30 P.M., at "Woodbury," Garden Road, Kowloon. A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue). TERMS:—As Customary. On view from Thursday, 29th May, 1902. GEO. P. LAMBERT, Auctioneer. Hongkong, 26th May, 1902.

Intimations.



SANITARY BOARD NOTICE.

IN view of the PREVALENCE of CHOLERA in Hongkong the public are hereby warned against the Consumption of UNKIEE or OVER-RIPE FRUIT, UNCOOKED VEGETABLES and UNBOILED MILK or WATER.

By Order, G. A. WOODCOCK, Secretary. Hongkong, 19th May, 1902. [536d]

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the above named Company will be held at the OFFICE of the Company, on TUESDAY, the 10th day of June, at 12 o'clock, NOON, when the SUBJOINED RESOLUTIONS will be proposed. Should the RESOLUTIONS be passed by the required majority they will be submitted for confirmation as SPECIAL RESOLUTIONS to a Second Extraordinary Meeting which will be subsequently convened.

1ST RESOLUTION. That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 13½% of the net profits of the Company to be divided into 29 shares, of which 4 shares shall be given to each of the Managing Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the First Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall at a dividend 14% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION. That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or any other cause their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause), and the other half share be paid to the Director so retiring or to the legal personal representative of such Director so dying as aforesaid.

By Order of the Board of Directors, WONG YU TUNG, Chief Secretary. Hongkong, 24th May, 1902. [580d]

NOTICE.

THE OFFICES of the Undermentioned will be REMOVED to PRINCE'S BUILDINGS on the 1st June. GODDARD & DOUGLAS. Hongkong, 26th May, 1902. [584d]

PUPILS WANTED.

FOR PIANOFORTE or SINGING by a Lady possessing the Diplomas of the Guildhall School of Music and Trinity College, London, (Honours). Apply to "MUSIC," C/o This Office. Hongkong, 24th May, 1902. [582d]

WANTED.

AN ENGLISHMAN with thorough knowledge of BOOKKEEPING, AUDITING, &c., also SHORTHAND and TYPEWRITING, desires position as above, or in any other business capacity, either Temporary or Permanent. Apply "NEGOCIO," C/o The Hongkong Telegraph. Hongkong, 23rd May, 1902. [574d]

WANTED BOOKKEEPER. YOUNG, not over 30, to take charge of Commercial Books. Must have good references. Apply to "A.G.P.S." C/o This Office. Hongkong, 22nd May, 1902. [569d]

CORONATION CELEBRATION FUND. THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, MESSRS. LANE CRAWFORD & CO., KELLY & WALSH, LD., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH, Hon. Treasurer. Hongkong, 7th May, 1902. [520d]

BRITISH NORTH BORNEO. WANTED. AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to DIRECTOR OF PUBLIC WORKS, SANDAKAN. 3rd February, 1902. [153d]

ZETLAND HOUSE, 10, QUEEN'S ROAD CENTRAL. SUPERIOR Accommodation, Meals at all hours, Breakfasts, Dinners, Teas, Suppers. Moderate Charges. MRS. WATLING, Proprietress. Hongkong, 1st May, 1902. [454d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

STANLEY GIBBON'S STAMP CATALOGUE, 2 Vols.	\$3.50	Crabbs English Synonyms	\$2.75
How to remember: without Memory Systems or with them, by E. H. Miles	1.90	A Manual of Photography, by Bothamley	80
David Copperfield, Illustrated, by Dickens	1.90	More Gals Gossip, by Pitcher	2.75
Coles Fun Doctor, 1st Series, 2nd Series, each	1.90	Health Exercises and Home Gymnastics	80
		Athletics of To-day	80
		The Applause Reciter	80
		Chess, by Hopper	80
		Signalling—How to learn the New Code	80

Hongkong, 28th May, 1902. [34d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for

the manufacture of all kinds of Aerated Waters,

Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any

ordinary native servant and manufactures

Aerated Waters of best quality at

enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th May, 1902. [733c]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in

the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$38,000,000 Gold. Actual Paid for Business 1901 exceeds \$26,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel. Hongkong, 11th February, 1902. [1374c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS at the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

776c] Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and B C, 4th Edition.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and

Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901. [1314c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1898. [71]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,

CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

AND

GENERAL EXPORTERS.

No. 85, Queen's Road Central,

Next Door MESSRS. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION,

WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

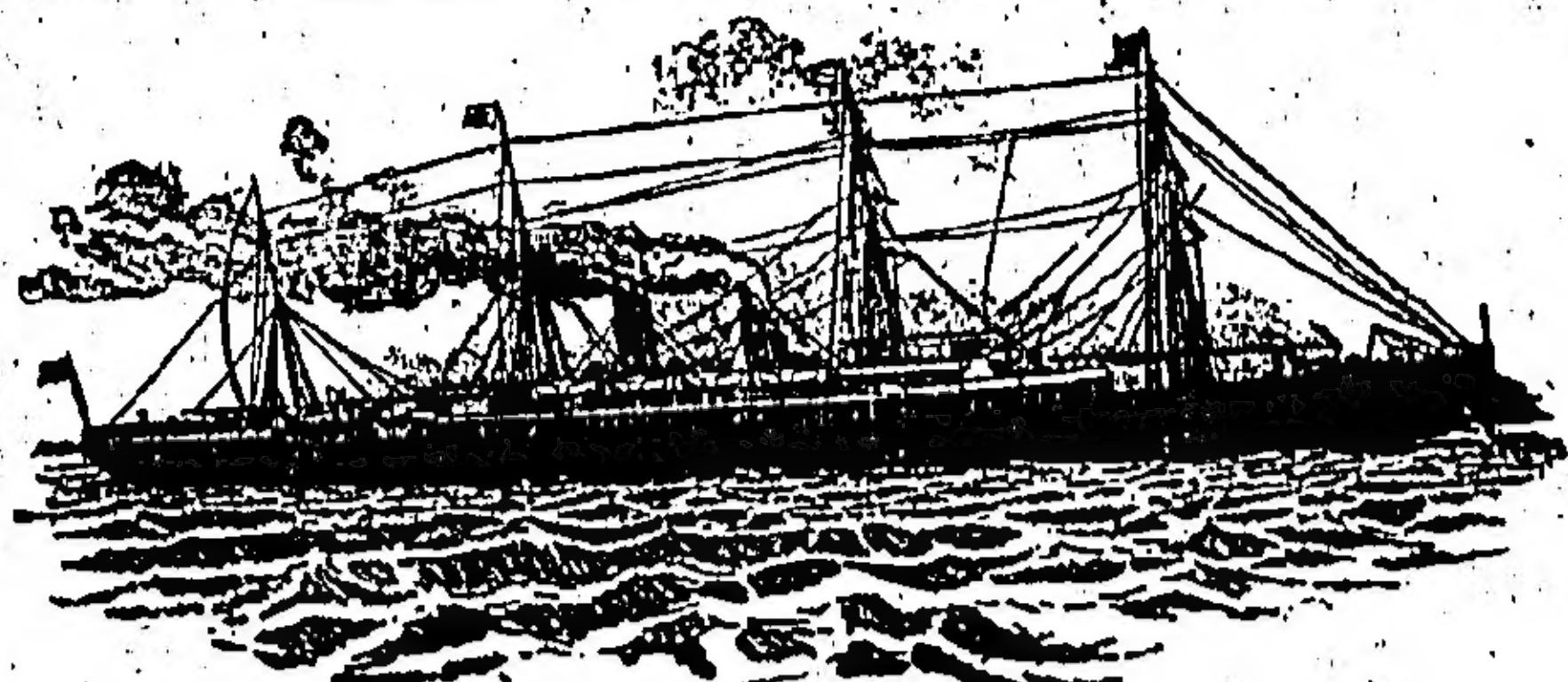
50 CENTS per Box.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 31st May, at Noon.
"DORIO"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"COPTIC"	THURSDAY, 3rd July, at Noon.
"AMERICA MARU"	SATURDAY, 12th July, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

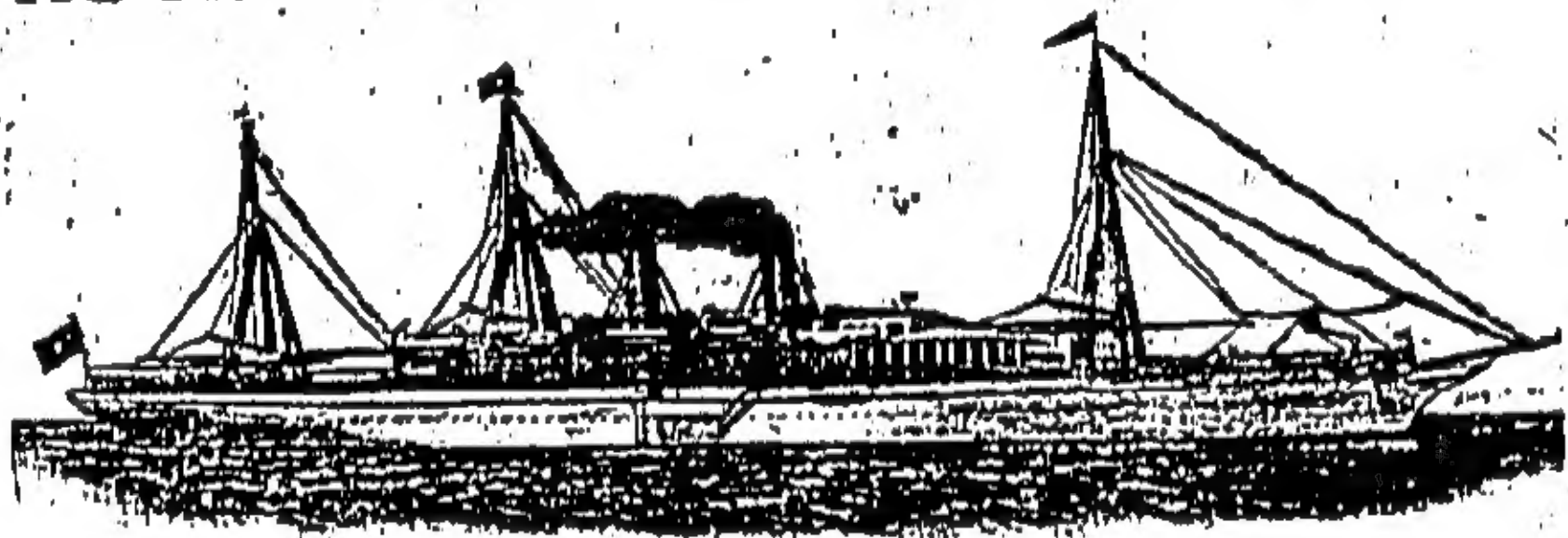
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd May, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Beetham, R.N.R. SATURDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th June.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July.
"ATHENIAN"	Comdr. H. Mowatt, R.N.R. SATURDAY, 26th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and the maker connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Packer's Street.

Hongkong, 22nd May, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OCEANIC FREIGHT AND PASSENGER SERVICE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SERBIA	HAVRE and HAMBURG.	4th June.	Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO).	18th June.	Freight.
Bork	HAVRE and HAMBURG.	1st July.	Freight.
STRASSBURG	(Calling at SINGAPORE and PENANG).	15th July.	Freight.
Madsen	HAVRE and HAMBURG.	30th July.	Freight.
SAMBIA	(Calling at SINGAPORE and COLOMBO).		
Schmidt	HAVRE and HAMBURG.		
SILESIA	(Calling at SINGAPORE and COLOMBO).		
Bahle	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 18th May, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co

Hongkong, 28th May, 1902.

Announcements.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, soon too much a fashion to destroy the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c., it possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/5. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass,
Crockery Ware, Brass and Iron
Bedsteads and Bathing Tubs
For whole sale.
Just Arrived
No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

GIRARDT'S TABLE DELICACIES
by every Mail

SACERDOTALISM AND DIS-
ORDERS IN CHINA.

From French telegrams supplied to *L'Echo de Chine*, the *N. C. D. News* learns that M. Waldeck Rousseau has addressed a circular to the French prefects on the subject of the interference of the clergy and monks in the elections in numerous departments. From the native paper the *Su Pao* we learn that while the other provinces in China raise no factious opposition to the newly-assessed taxes necessary to make up China's indebtedness, only in Shansi, Honan and Pechihli is there trouble. "There must be something wrong up north and we hear that the inhabitants of large villages which the Roman converts have occupied have been prevented from returning to their homes on the plea that the indemnities have not been paid." Further, as a comment on both these, we find an Imperial Edict issued on the head of a report received from H.E. the Viceroy of Chihli to the effect: "That in the district of Tsung-hsien,

A MON,

after being dispersed by the local forces, went on to the district of Chihli, where they spread disquieting rumours, and after murdering several soldiers of a recently enlisted regiment, proceeded to attack two district cities, and ended up by destroying churches and plundering native converts, finally murdering a French missionary named Le Minhsin."

All these stories, it will be seen, thoroughly explain and confirm one another. True to its traditions, mixedly religious and political, the Church of Rome has recently been reviving its political propaganda; and would gladly see the time when monarchs trembled under the threat of an interdict from the Vatican. This secular crusade has brought the Vatican into unpleasant contact with the French Government several times during the last three years, resulted in the passing of an act to

EXPULSION FROM FRANCE

those orders that had been most conspicuously forward in their interference with the law of the land, unless they should honestly conform to those laws. Nominally the greater number of the orders have done so; but apparently the temptation afforded by the recent elections has been too powerful for the old Adam still existing even in the clergy; and under the pretence of caring for the religious welfare of their flocks, attempts have been made to guide their political views. Had those political aims of the ecclesiastics been confined to their views as Frenchmen and citizens, the churchman in France would have had as good right as his neighbours to ventilate those opinions which were next to his heart; but unfortunately he could not be brought to view affairs in this reasonable light, and strove to bribe into the field the most odious of tyrannies, that of sacerdotalism. Worse even than this, it was sacerdotalism inspired not from France but from without; and professedly undertaken with the object of rendering France

SUBSERVIENT TO FOREIGN INFLUENCE.

Not from religious grounds, therefore, but because national government was becoming impossible, under these extraneous factors has the French Government found it necessary to interfere in the interests of order. So far so good. The English nation, who for long centuries has rid itself of the like attempts at introducing within the realm the rule of the foreigner, is not likely to complain of the similar steps which are being forced upon its good neighbour of France. But unluckily for herself as well as her neighbours, France, or its Government, is not consistent, and herself throws considerable doubt on the reality of her own intentions. In a word, she is encouraging abroad in the hope of advantage at home the very same sacerdotal instinct of associating political with religious aspirations; and what she deprecates at home as

FRAUGHT WITH DANGER

to the State, she in China is actually stimulating in the vain hope of thereby increasing the greatness of the Republic. Now if there be one thing that the French as a nation prize themselves on, it is the logical instinct. No nation has so distinguished itself in the purely inductive sciences. Astronomy, mathematics, chemistry, etc., and in fact all those sciences which depend on the clearness of the reasoning faculties, owe more to this instinct as developed in the French nation almost than to the other nations together. It is curious therefore that the logical Frenchman, who sees the necessity, because logical, effects of Roman sacerdotalism at home, should under the influence of a strange prejudice permit his mental vision to be blinded as to the similar necessary effects of permitting it a free hand abroad. Neither France nor we desire a continuance of the present disorders in China; but the encouragement she is giving to ultramontane pretensions in the East is going a long way towards introducing a yoke at home which neither modern Frenchmen nor their fathers have been able to bear.

ACCIDENT TO A JAPANESE
DESPATCH BOAT.

On the evening of the 17th inst., during a strong gale the Japanese despatch boat *Yayoyama* met with an accident at Nemuro, consequent upon her anchor chains parting. She was blown from her moorings and came to grief on a submerged rock off the Bepien Island, near Nemuro, and now lies so badly out of the horizontal that her forward deck is submerged. Her crew were landed with great difficulty on the following day, save only Lieutenant Nishikawa, who fell into the sea and was drowned. It is stated that the *Yayoyama* is so badly damaged that there is no hope of refloating her.

GIRARDT'S TABLE DELICACIES
by every Mail

FLEETS OF THE WORLD.

The *Jiji* gives a complete list of the new warships of different Powers, which are either already completed or in course of construction. From this we summarise the numbers and tonnage of the new fleets of these countries, together with the strength of the existing fleets—

EXISTING FLEET, NEW VESSELS.

	No. Tonnage.	No. Tonnage.
Japan	66 270,182	12 18,980
Russia	108 386,610	48 175,656
France	135 607,018	36 156,733
Great Britain	405 1,570,689	56 358,430
United States	85 309,483	26 107,408
Germany	117 384,995	20 252,119
Italy	75 280,433	27 47,854

The above table does not include torpedo boats. The new vessels taken into consideration are those to be constructed between 1902 and 1907.

The following will represent the strength of the various naval powers at the end of 1907, when the new vessels are completed:—

CONDITIONS IN THE PHILIPPINES.

From the *Manila Times* of the 23rd inst., we take the following:—

The sugar industry has been languishing in these islands for a long time, and the recent tariff legislation and the talk about the best sugar industry in the United States have brought the condition of the island sugar haciendas again into notice. The following letter written to Capt. George Ahern, Chief of the Bureau of Forestry, regarding the poor quality of the cane grown here, and calling attention to certain undesirable practices in its culture, will doubtless interest a great many readers. The letter is printed by the courtesy of Capt. Ahern:—

La Carlota, Negros, P.I., Jan. 27th, 1902.

Captain GEO. P. AHERN,
Chief of Bureau of Forestry,
Manila, P. I.

Dear Sir:—I am much pleased to know that you have such good varieties of cane as you mention now growing in these islands. To my mind the introduction of better varieties of cane is of first importance in the improvement of the sugar industry of the islands. The two principal varieties of cane grown in this province are poor, largely because of inherent reason, but partly because of poor methods of planting and tillage. I quote here a few figures which may serve to show where the sugar industry stands:—

Operations from plant-

ing In Negros. In Hawaii.

Of cane to maturity,

per acre \$ 12. U.S. \$ 130. U.S.

Cutting, hauling and

factory expenses, per

acre \$ 18. U.S. \$ 140. U.S.

Yield of cane per acre,

30 tons. 74 tons.

Amount of cane for a

ton of sugar 3.3 tons. 7.5 tons.

Yield of sugar per acre,

2.9 tons. 9.5 tons.

The figures for Negros are not based upon extensive weighings, but upon two weighings of small portions of cane, bagasse from the mill and bagasse dried in the sun, and upon extensive and careful observation. However they show that there is room for improvement. I trust that these varieties may be the progenitors of strains of cane more perfectly adapted to the conditions of these islands, and that their introduction may be the recipient of full merit for propagating them.

Inasmuch as the sugar cane is the product of water and air, the quality of the cane depends much upon the nature of the soil it grows in, and of its treatment. If the soil is waterlogged the juice will contain an excess of water, and this will mean dollars in extracting the sugar.

If the soil is acid the juice will be inferior and the sugar will not granulate or separate from the impurities. Therefore in making analyses of the cane to set forth its quality, some consideration should be taken of the soil.

Unlike most sugar producing plants, the cane does not reach maturity as regards sugar content and purity of the juice until 24 months after flowering. But here the people cut the cane when it has finished flowering. I do not know whether a chemical analysis would justify this or not, but the practice is necessitated because the planters do not take the pains to strip the cane of drin the soil. Consequently, when flowering ceases the excessive moisture causes the cane to put out aerial roots; and suckers at the expense of the sugar it has already stored up. I think if the cane was planted so that it would mature in the dry season much of this inconvenience would be avoided. However, as all canes do not flower, it will be necessary to ascertain by analysis when the highest sugar content and purity of the juice is reached—unless one knows the habit of the particular varieties under his environment.

I find time to make investigations into the cultivation and harvesting of sugar, abaca and cacao. This latter is an industry deserving special attention. I am in receipt of a letter from the firm of Walter Baker & Co., chocolate manufacturers, in which they speak of the poor market in the United States for their prepared properly and ask for samples from the Philippines.

I take the liberty of sending you a few seeds which I brought from Honolulu last

summer. I would call particular attention to the Cassia Sativa and the Poinciana regia as worthy of propagation because of their beauty of flower. They are pre-eminently suitable for ornamental purposes. I fear, however, they are becoming old and perhaps the moisture has already destroyed their vitality.

Very respectfully,

J. W. GILMORE,

Agriculturist,
Dept. of Public Instruction.

Very respectfully,
J. W. GILMORE,
Agriculturist,
Dept. of Public Instruction.

GREAT BRITAIN'S FITNESS
AT SEA.

A GERMAN COMMENT.

The following interesting article appeared recently in the *Cologne Gazette* in reply to a contribution in the *Deutsche Revue* from the pen of Vice-Admiral Livonius, to which that officer made very disparaging remarks regarding the efficiency of the British Navy and its preparedness for war:—

The *Deutsche Revue* (German Review) contains in its February number an article by Vice-Admiral D. Livonius on the German North Sea Fleet and the English Naval Force (or Maritime Power), which throws light on the fighting power of England from a sailor's point of view. Even if the intention of the writer is to develop interest in our maritime power, one asks oneself if this aim will be reached by the publication of such observations, and whether the latter are correct. Already in the autumn a number of the more important German newspapers published altogether wrong statements about the estimated fighting proficiency of the British Navy, which we dealt with in our issue of November 6, and replied to on the basis of expert and professional intelligence. The case is much the same with the above-mentioned article. We must again insist that the observations of Admiral Livonius, who in a disparaging review treats the English Navy with contempt, are not shared at all in professional circles, or by the naval officers on the active list. The information of Admiral Livonius on the English Navy only applies to 20 years ago, and since his retirement from the service, in 1883, he can scarcely have had an opportunity to renew his acquaintance with it. This circumstance, together with the fact that the development of the English Navy first set in towards the end of the year 1880, throws Admiral Livonius' criticism to the ground; and we should have taken no further notice of it if the important English newspapers had not taken them as an unfriendly and boastful utterance of an influential German professional ring.

We offer no opposition to Admiral Livonius if he attempts "to place the highly important services of our young Navy by comparison in the true light, and thereby at the same time afford the self-respect of

PATRIOTIC OFFICERS

a helpful fillip; only such a comparison must not rest on an entirely unjustified contempt for another sea Power and a grossly overweening opinion of one self. It also appears to us superfluous to place our Navy intentionally in opposition to the British, and through an imaginary antagonism in a future naval war, that certainly no one desires to do away with the friendly understanding that has hitherto existed between the English and German Navies, especially in foreign parts. We cannot now go into all the misstatement and inaccuracies of the Livonius article, and will notice only the following, and as they seem to us important points. Admiral Livonius runs down the English tactical training of their Admirals and their powers of command without adducing proof on either point. The important yearly manoeuvres of the English Fleet he leaves with the observation "that an isolated practice that is limited to a few weeks in the year cannot be of the same value as a rational continuous training, such as is usual in our Navy." Truly, a highly remarkable view! Confessedly, the results of manoeuvres on land, as on sea, and of collective tactical formation, and the test of the true capabilities of an Army or Navy. Without solid tactical training in individuals such manoeuvres are not possible, or they lead to unsatisfactory results, and not to the good result obtained during the

ENGLISH NAVAL MANOEUVRES

of last year, of which our service paper, *Marine Rundschau*, writes:— "On all sides will the opinion rightly remain that the English Navy possesses in every respect capable personnel and material and that it is a great example to all who are in command of a large fleet." Admiral Livonius is mistaken if he thinks a continued tactical training such as we have mentioned in the English Navy. On the contrary, in the Channel Squadron, as in the Reserve Squadron, in the Mediterranean Fleet, as in the China Squadron, the practice of evolutions is continuous; of the handling of the antiquated old tub such as he perhaps commanded 20 years ago there is nothing to be learned from the English Navy at present. Also in the writer's adverse criticism of the capacity to command on the part of the English Admirals—especially the hard judgment passed on Admiral Tryon—we cannot join; and we remember the just and sympathetic words that our Emperor at the time of the going down of the *Victoria* sent to the widow of Admiral Tryon: "As a great admiral and friend of Sir George, I hasten to send you my warmest and innermost sympathy for the terrible loss you have sustained. England has lost one of her noblest sons. My Navy feels and laments with you the untimely end of so brilliant a life."

The only conclusion we can come to on the Livonius article is that such writings on our Navy are actually harmful, as they tend to give a false impression of our maritime power. And if admitted public opinion is misled, it is a great disadvantage to our country.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and CHINKIANG	"WUHU"	29th May.
ILOILO and CEBU	"KAIFONG"	31st May.
TIENTSIN	"YUNNAN"	31st May.
KOBE	"CHINGTU"	6th June.
PORT DARWIN, THURSDAY IS., TOWNSVILLE, TUESDAY, 11th, BRISBANE, SYDNEY & M'BOURNE.	"CHANGSHA"	7th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for New Zealand Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	29th May, 1902.
" "	"IDMONS"	4th June, " "
" "	"IDMONS"	14th " " "
" "	"BARPEDON"	19th " " "
" "	"ATAJ"	27th " " "
" "	"ULYSSES"	5th July, " "

HOMEWARDS.

FOR LONDON.

"AGAMEMNON"	10th June, 1902.
"STENTOR"	24th June, " "
"ALCINOUS"	8th July, " "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"DEUCALION"	10th June, 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, KOBE,
and YOKOHAMA.

THE Steamship "INDRASAMHA," Captain Alfred Horsfall, will be despatched for PORTLAND (OR.) on or about the 14th June.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to **THE PORTLAND AND ASIATIC STEAMSHIP CO.**
ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 1st June.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 4th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 8th June.
FOR ANPING	"MAIDZUKU MARU"	T. Saito	WEDNESDAY, 11th June.

* Via SWATOW and MOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 28th May, 1902.

[1379c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 29th instant, at Noon.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Ample. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 28th May, 1902.

[1377]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th May, 1902.

[1386d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MACDUFF" About 31st May.

"SATSUMA" " 14th June.

"SHIMOSA" " 21st June.

"HEATHBURN" " "

"RICHMOND CASTLE" " "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th May, 1902.

[1339d]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND"

Captain Hulton, will be despatched as above on or about THURSDAY, the 6th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th May, 1902.

[1398]

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG"

of the HAMBURG-AMERIKA LINE.

Captain E. Barneisher, due here with the outward German Mail about the 29th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 26th May, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above Port, on SATURDAY, the 31st instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th May, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain Rolfe, will be despatched as above SATURDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to
TARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th May, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM"

Captain Sellier, will be despatched for the above Ports, on or about SUNDAY, the 1st June.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 26th May, 1902.

[1004c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to Trieste)

THE Company's Steamship

"TIROL"

Captain Bretfeld, will be despatched as above on TUESDAY, the 3rd June, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 23rd May, 1902.

[1560d]

CLARK'S B 47 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"AUSTRIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be returned to the Office of the Undersigned before Noon, on the 29th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 29th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 23rd May, 1902.

[451d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex S.S. *Asiatic* and *Nanana*.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the Vessel's arrival here, after which no Claims will be recognized.

For Freight or Passage, apply to
A. HEWETT,
Superintendent.

Hongkong, 26th May, 1902.

[14]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG"

Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 22nd May, 1902.

[172d]

"BARBAR" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd May, 1902.

[173d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Aradina*.
From Australia, ex S.S. *Australia*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd May, 1902.

[4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 26th May, 1902.

[1387d]

To be Let.

TO LET.

OFFICES in Ground Floor of DES VŒUX ROAD and ICE HOUSE STREET.
For Particulars, apply to
THE MEDICAL HALL,
70, Queen's Road Central.

Hongkong, 4th June, 1902.

[297d]

TO LET.

GODOWNS at WANCHAI suitable for Storage of Yarn.

Apply to
EDWARD OSBORNE,
Secretary,
The Hongkong and Kowloon Wharf and Godown Co., Limited.

Hongkong, 12th May, 1902.

[142d]

TO LET.

THIRTEEN EUROPEAN HOUSES;

Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 56, LEIGHTON HILL ROAD.

Apply to
THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West,
Hongkong, 29th April, 1902.

[224d]

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS, HOUSES at CANNESWAY BAY, facing the Polo Ground.

A HOUSE in RIVINGTON TERRACE, No. 11, MACDONNELL ROAD.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 24th April, 1902.

[109c]

Intimation.

THE HONGKONG TELEGRAPH.

35, QUEEN'S ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

CORRESPONDENCE.

Literary matter, which must be properly authenticated with the name and address of the writer, should be addressed to the Editor. Communications should be written on one side of the paper only.

Business communications should be addressed to the Manager and not to individual members of the staff.

SUBSCRIPTION (in Advance).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter, and per, mensum proportional, viz:—

Post Office.

A Mail will close—

For Canton—Per *Honan*, to-morrow, the 29th instant, at 7.30 A.M.
 For Haiphong—Per *Pronto*, to-morrow, the 29th instant, at 9 A.M.
 For Bangkok—Per *Taichow*, to-morrow, the 29th instant, at 9 A.M.
 For Manila—Per *Rosetta*, to-morrow, the 29th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Guthrie*, to-morrow, the 29th instant, at 11 A.M.
 For Manila—Per *Rubi*, to-morrow, the 29th instant, at 11 A.M.
 For Quing Chau Wan, Hoihow, Pakhoi and Haiphong—Per *Ilue*, to-morrow, the 29th instant, at 11 A.M.
 For Macao—Per *Hungshan*, to-morrow, the 29th instant, at 11.15 P.M.
 For Kobe—Per *Chelydra*, to-morrow, the 29th instant, at 2 P.M.
 For Swatow and Shanghai—Per *Loksang*, to-morrow, the 29th instant, at 3 P.M.
 For Saigon—Per *Hansa*, to-morrow, the 29th instant, at 4 P.M.
 For Hoihow and Haiphong—Per *Malthide*, to-morrow, the 29th instant, at 5 P.M.
 For Canton—Per *Hankow*, to-morrow, the 29th instant, at 5 P.M.
 For Moji—Per *Ariake Maru*, to-morrow, the 29th instant, at 5 P.M.
 For Singapore—Per *Socatra*, on Friday, the 30th instant, at 11 A.M.
 For Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, on Friday, the 30th instant, at 11 A.M.

VESSELS IN PORT.

Steamers.
 BANGKOK, German steamer, 1,237, Ehler, 24th May, Bangkok 16th May, Rice—Chinese.
 GHARTERHOUSE, British steamer, 1,928, H. W. Field, 26th May, Wellington, N.Z. 23rd April, Coal—Government.
 CHELYDRA, British steamer, 1,574, R. Cox, 18th May, Saigon 14th May, Rice—Jardine, Matheson & Co.
 CHINA, American steamer, 3,187, D. E. Friele, 21st May, San Francisco 23rd April, Honolulu 20th Yokohama 13th May, Kobe 14th, Nagasaki 15th, and Shanghai 19th, Mails and General—P. M. S. S. Co.
 CHOWFA, German steamer, 1,055, M. Köhler, 27th May, Bangkok 21st May, Rice and Teak—Butterfield & Swire.
 CROWN OF ARRAGON, British steamer, 1,474, I. G. Doward, 13th May, Saigon 8th May, General—Giffman & Co.
 EASTERN, British steamer, 3,000, Winthrop Ellis, 25th May, Sydney 3rd May, Brisbane 5th, Townsville and Cairns 8th, Cooktown 9th, Thursday Id. 12th, Port Darwin 14th, Dili (Timor Id.) 16th, and Manila 23rd, General—Gibb, Livingston & Co.
 FRIGGA, Norwegian steamer, 647, Carl Bergh, 26th May, Bangkok 19th May, Rice—Yuen Fat Hong.
 GERMAN, German steamer, 650, Uderup, 12th May, Hoihow 11th May, Rice and Pigs—Jensen & Co.
 GERMANIA, German steamer, 1,715, A. Bendixen, 22nd May, Saigon 18th May, Rice—Jensen & Co.
 GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 27th May, Saigon 21st May, General—Chinese.
 GLOUCESTER CITY, British steamer, 1,400, O. J. Nilson, 10th May, Saigon 15th May, Rice and Paddy—Dodwell & Co., Ltd.
 GUTHRIE, British steamer, 1,494, A. E. Dabell, 26th May, Kobe 23rd May, General—Gibb, Livingston & Co.
 HANS MENZEL, German steamer, 1,696, Th. Nebling, 25th May, Saigon 21st May, Rice and Paddy—E. A. Trading Co.
 HANSA, German steamer, 1,450, L. Lorenzen, 22nd May, Hoihow 17th May, Sugar—Sander, Wieler & Co.
 HONGKONG, French steamer, 742, J. Fannier, 16th May, Haiphong 13th May, General—A. R. Marty.
 HUE, French steamer, 705, G. Godinan, 26th May, Haiphong via Pakhoi, Hoihow, and Quong-chow-wan 25th May, Rice and Sugar—A. R. Marty.
 JACOB DIEDERICHSEN, German steamer, 624, Jensen, 22nd May, Menara 15th May, Timber—Master.
 KAIFONG, British steamer, 1,024, G. H. Pennefather, 5th May, Manila 2nd May, General—Butterfield & Swire.
 KEONGWAI, German steamer, 1,114, J. Leus, 24th May, Bangkok 18th May, Rice and Wood—Melchers & Co.
 KUTSANG, British steamer, 1,495, T. W. Selby, 25th May, Saigon 22nd May, Rice—Jardine, Matheson & Co.
 LIOTING, British steamer, 2,122, J. G. Spence, 25th May, Calcutta 8th May, Penang and Singapore 19th, General—David Sassoon & Co., Ltd.
 LOKSANG, British steamer, 770, W. G. Leask, 27th May, Canton 26th May, General—Jardine, Matheson & Co.
 MATHILDE, German steamer, 670, S. Witting, 26th May, Haiphong and Hoihow 25th May, General—Yung Chong Lee & Co.
 MICHAEL JENSEN, German steamer, 710, J. Jensen, 26th May, Haiphong and Hoihow 25th May, Rice and General—Jensen & Co.
 MONKUT, German steamer, 850, G. Götsche, 22nd May, Bangkok 16th May, Rice and General—Melchers & Co.
 PELEUS, British steamer, 480, W. Asquith, 18th May, Singapore 13th May, General—Butterfield & Swire.
 PROGRESS, German steamer, 687, H. Meyer, 25th May, Bourne 23rd May, General—Siemens & Co.
 PRONTO, Norwegian steamer, 838, Thomas Seaberg, 26th May, Haiphong and Hoihow 25th May, General—A. R. Marty.
 QUART, German steamer, 1,146, H. Johansson, 18th May, Swatow 17th May, Rice—Tung Kee & Co.
 QUEENSLAND, British steamer, 2,475, R. A. Gray, 18th May, Shanghai 15th May, General—Shewan, Tomes & Co.
 ROBERT DICKINSON, British steamer, 1,337, S. McDonnell, 21st May, Ocksen 13th May, Oil—Arnold, Karberg & Co.
 ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 26th May, Manila 24th May, General—Mitsui Bussan Kaisha.
 RUBI, British steamer, 1,611, R. W. Almond, 26th May, Manila 23rd May, General—Shewan, Tomes & Co.
 SAKURAWA, Norwegian steamer, 1,136, E. Kristiansen, 25th May, Saigon 21st May, Rice—Sander, Wieler & Co.
 SLIPPER, Norwegian steamer, 860, D. Ridd, 26th May, Saigon 22nd May, Rice—Jardine, Matheson & Co.
 TACOMA, American steamer, 1,689, A. Dixon, 21st May, Tacoma via Ports 10th May, General—Dodwell & Co., Ltd.
 TAICHOW, German steamer, 864, C. Schnur, 21st May, Bangkok via Koh-sichang 10th May, Rice—Butterfield & Swire.
 TELEMACHUS, British steamer, 1,200, J. Williamson, 21st May, Saigon 17th May, Rice—A. R. Marty & Co.
 TERTIUS, German steamer, 1,778, W. Düse, 18th May, Saigon 14th May, Rice—Jardine, Matheson & Co.

LYR, Norwegian steamer, 2,751, Borg, 25th May, Moji 19th May, Coals—Mitsui Bussan Kaisha.
 WUHU, British steamer, 1,250, W. Robb, 22nd May, Moji 17th May, Coal—Butterfield & Swire.
 YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R. 27th May, Manila 24th May, General—Jardine, Matheson & Co.
 ZAFIRO, American transport, Whitton, 23rd May, Cavite 20th May.

Sailing Vessels.
 ALCIDES, British 4-masted bark, 2,294, L. C. Dart, 12th April, Kobe 27th May, General—Arnold, Karberg & Co.
 ANDROMEDA, British ship, 1,762, Fulton, 8th April, New York 25th Oct., Kerosine Oil—Standard Oil Co.
 AUSTRIA, British ship, 2,587, Ewart, 14th May, New York 7th May, Case Oil—Standard Oil Co.
 CONET, British sailing-vessel, 3,000, W. G. Davis, 28th April, Kobe 11th April, Ballast—Standard Oil Co.
 FORFARSHIRE, British bark, 1,300, R. Purdy, 28th April, Geraldton (West Australia) 20th Feb., Sandalwood—Jardine, Matheson & Co.
 KHYBER, British ship, 1,926, Henry Rothe, 27th May, New York 4th Jan., Oil—Standard & Co.
 LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th May, New York 31st Sept., Case Oil—Standard Oil Co.
 LUCIA, British bark, Andersen, 26th May, Rajang 23rd April, Timber—Sander, Wieler & Co.
 THISTLE, British bark, 1,300, Owen Williams, 12th April, Fremantle, West Australia 7th Feb., Sandalwood—Siemens & Co.

AGENDA.

Gospel Hall.
 6 Arsenal Street, Top Floor,
 Off Queen's Road, East.
 Meetings are held as follows—
 SUNDAY, Acts 2:42 11 a.m.
 Gospel Address 6 p.m.
 TUESDAY, Soldiers & Sailors Bible Class. 6 p.m.
 THURSDAY, General Bible Class 6 p.m.
 SATURDAY, Prayer Meeting 6 p.m.
 A hearty welcome given to all.

TO-DAY.
 WEDNESDAY, May 28, 1902.
 On date at 10 a.m. On date at 4 p.m.
 Temperature 29.82 29.74
 Humidity 77 78
 Rainfall 1.55

SHIPPING AND MAIL NEWS.

MAILS DUE.
 German (*Hamburg*) to-morrow.
 American (*Doric*) 30th inst.
 Indian (*Kumang*) 30th inst.
 French (*Annam*) 2nd prox.
 Australian (*Chingtu*) 2nd prox.
 American (*Nippon Maru*) 8th prox.
 American (*Peru*) 15th prox.
 American (*Coptic*) 25th prox.

The B. & S. Co.'s steamer *Alcous* left Singapore on the 27th inst., and is expected here on the 1st prox.

The C. N. Co.'s steamer *Pakhoi* left Hoihow on the 26th inst., for this port and is due here on the 31st inst., at daylight.

The C. N. Co.'s steamer *Changsha* left Kobe on the 27th inst., for this port and is due here on the 2nd prox., at daylight.

The Imperial German Mail steamer *König Albert* which left here on the 30th ult., arrived at Genoa on Tuesday p.m., the 27th inst.

The N. Y. K. Co.'s steamer *Hitachi Maru* (European Line) left Shanghai for this port on the 27th inst., and is expected to arrive here on the 29th inst.

The P. M. S. S. Co.'s steamer *Coptic* with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th inst.

The P. M. S. S. Co.'s steamer *Nippon Maru* with mails &c., from San Francisco to the 9th inst., via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki and Manila, on the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Shanhsia at Kowloon Dock.
Nanchang " "
Tacoma " "
Kiangtung " "
Kaifong " "
Isla de Cuba " "
Hongkong " "
Fatshan " Cosmopolitan

PASSED THE CANAL.
 Outward—25th April—*Hermion*, 2nd May
Trieste, *Radnorshire*, *Manchuria*, *Stentor*,
 6th May—*Hamburg*, *Shanghai*, *Tenaki*, *Repton*,
 10th May—*Erica*, *Glenlivet*, 9th May—*Sam-Sam*,
 10th May—*Alcous*, 16th May—*Idomeneus*,
 16th May—*Sydney*, *Quintus*, *Colonia*,
 16th May—*Seneca*, 20th May—*Prinz Heinrich*,
 23rd May—*Bingo Maru*, *Gafsch*,
 23rd May—*Sarpedon*, *Ambrisa*, *Indramayo*.

Homeward—6th May—*Hakata Maru*, 9th May—*Kawachi Maru*, 20th May—*Ceylon*,
 23rd May—*König Albert*.
 Arrivals at Home—2nd May—*Baku*, *Hankow*,
 5th May—*Standard*, *Tydeus*, 6th May—*Ernest*,
 6th May—*Sithonia*, 9th May—*Louther Castle*,
 10th May—*20th May*, *Antenor*, *Stulgrat*, 21st May—*Malta*, *Carlton*, 23rd May—*Nil*.

EXCHANGE.
 Hongkong, 28th May.
 On LONDON, Telegraphic Transfer 18 1/2
 Bank Bills, on demand 18 1/2
 Credits, 4 months' sight 18 1/2
 On BERLIN, (demand) 18 1/2
 On PARIS, Bank Bills, on demand 17 1/2
 Credits, 4 months' sight 17 1/2
 On NEW YORK, Bank Bills, on demand 47 1/2
 Credits, 30 days' sight 47 1/2
 On BOMBAY, Telegraphic Transfer 12 1/2
 On demand 12 1/2
 On SHANGHAI, Telegraphic Transfer 7 1/2
 Private 30 days' sight 7 1/2
 On YOKOHAMA, T.V. 20 1/2
 Bank Bills, on demand 20 1/2
 Credits, 4 months' sight 20 1/2
 Gold Leaf 100 to the pound 60.25
 Silver 23 1/2
 Dollars 90.00

VISITORS AT THE HONGKONG HOTEL.

Anderson, Capt. and Katsch, E. A.
 Mrs. Kennedy, Dr. H.
 Andrews, D. W.
 Bailey, W. S.
 Baker, J. R.
 Barlow, B. J.
 Bartlett, F. C.
 Bartlett, Comdr. and
 Mrs. C. W.
 Bell, J. T.
 Bennett, J. V.
 Beringer, Dr.
 Black, J.
 Boland, C. P.
 Bonner, E. A.
 Bourchier, Mrs. A.
 Bovet, Mr.
 Bower, Dr.
 Brooks, E. C.
 Brown, J. W.
 Brown, R. J.
 Buttanshaw, Major
 Cadwallader, B.
 Chaberton, D. H.
 Chapman, H. E.
 Clark, Dr. F.
 Clifford, Lieut. W. H.
 Cole, G. C.
 Colson, J. S.
 Cowdell, H. S.
 Crago, Dr. J. M.
 Dangar, Mr. & Miss
 Dermotte, L. M.
 Doherty, J. M.
 Douglass, G.
 Drysdale, A. H.
 Edwards, F. W.
 Edwards, T.
 Esley, H. F.
 Einmann, W.
 Evans, N. G.
 Evans, F. H.
 Eyer, W. T.
 Fitzgibbon, H. G.
 Fletcher, A. H.
 Forra, Miss A.
 Fortis, J. & children
 Frugillo, M.
 Gibson, J. E.
 Gleason, Mr. and Mrs.
 W. H.
 Glen, R. M.
 Glover, C.
 Goldsmith, H. E.
 Graham, W. D.
 Grant, A. W.
 Grant, John
 Halsey, C. J.
 Hamilton, J.
 Hasham, C.
 Hauman, I. M.
 Heaps, E. O.
 Helmer, Mr. & Mrs.
 F. D.
 Hermann, H. J.
 Hillman, G. G. O.
 Hobden, Mr.
 Hollingsworth, A.
 Howard, Thos.
 Huke, Mr. and Mrs. N.
 Hunter, Dr. W.
 Hurley, T. A.
 Jack, W. Mr. & Mrs.
 Jack, J.
 Johansen, Mr. E.
 Johnson, W. B.
 Johnson, W. R.
 Jones, C. C.
 Joseph, Mr. and Mrs.
 E. S.
 Judell, L.

VISITORS AT THE QUEEN'S HOTEL.

Alfred, Mrs. A. R.
 Fair, A.
 Hegen, M.
 Helms, T.
 Keith, Mr. and Mrs.
 Marshall, Mr. & Mrs.
 Mitchell, J. H.
 Riley, F.
 Russell, J. W.
 Ross, S. B. C.
 Stansbury, Lieut. and
 Mrs. and child
 Steffen, P.
 Tuttle, J. R.
 Wheeler, Mr. and Mrs.
 Wilson, J.
 Brown, Mr. and Mrs. Kennedy, Mrs.
 H. Matheson
 George, Mr. and Mrs. C. M. J.
 Heemskirk, J. J. B.
 Helms, W.
 Surplice, Mr. and Mrs.
 F. R. C.

THE CONNAUGHT HOTEL.

Arima, Mr.
 Beck, J.
 Dufour, Mrs.
 Fisher, Mr.
 Grossman, A. Mrs.
 Guisele, A. M.
 Haul, Mr.
 Homan, Miss
 Kuhlman, Capt.
 MacKenzie, Mrs. C.
 Marshall, H.
 Martin, Mr.
 Miller, Mr.
 Miller, A. L.
 Mitchell, D. K.
 Mitchell, Mrs.
 Moffatt, G.
 Moore, Mrs.
 Monsey, Mrs. K. W.
 Needham, J.
 Reibner, Mr. & A. E.
 Smith, Mr. and Mrs.
 D. L.
 Spicer, M.
 Stanford, W. E. D.
 Theisen, F. W.
 Tih, H.
 Watson, Major & Mrs.
 J. J. C.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James
 Benson, Capt. and Mrs.
 Bewley, Major
 Blood, G.
 Brabazon, Ralph A.
 Brayne, H. F. R.
 Brown, R. E., Col. L. F.
 Bryant, G. H.
 Chapman, Mrs.
 Churchill, Miss
 Clarke, W. G.
 Cockrane, T. P.
 Cockell, Edgar
 Coppel, A. G.
 Cottle, J. P.
 Dann, Mr. and Mrs. G.
 H.
 Denny, D.A.A.G., Major
 and Mrs.
 Dryson, Mr. & Mrs.
 Dunsford, Mrs. & child
 Edwards, Mrs.
 Ferrier, A.P.D., Lieut.
 Col. and Mrs.
 Forbes, Andrew
 Fraser, Mr. and Mrs.
 H. W.
 Grant, G. C. Lindsay
 Grimble, Mrs. Geo.
 Hamilton, Major
 Hansen, Beirum E.
 Houten, J. von
 Hughes, Mr. and Mrs.
 Owen
 Hughes, Col.
 Jeffries, H. N.
 Johnson, C.R.A., Lieut.
 Col. R. F.
 Libeaud, E. V.
 Martin, R.
 McDermott, A. P.
 McMillan, A. C.
 Miller, Mr. and Mrs.
 Mitchell, Robert
 Osborne, R.A. Major
 Pitt, R.N., Mr. John
 Rennie, A. H.
 Ross, Alexander
 Rumsey, R.N., Hon.
 and Mrs.
 Sawyer, Mrs.
 Sinclair, A.
 Spalding, W. C. C.
 Spalding, John
 Stokes, A. G.
 Thomson, J. S.
 Volpelli, Mr. & Mrs.
 Wheeler, W. H.
 Wheeler, Colonel
 Wilson, J. A.

ORANGE BURN.

Brown, Mr. and Mrs. Kennedy, Mrs.
 H. Matheson
 George, Mr. and Mrs. C. M. J.
 Heemskirk, J. J. B.
 Helms, W.
 Surplice, Mr. and Mrs.
 F. R. C.

VISITORS AT THE KOWLOON HOTEL.

Cairns, Mrs.
 Cairns, Master
 Crockett, Mrs.
 Crockett, Miss
 Fisher, Mr. and Mrs.
 Gibson, Mr. and Mrs.
 Halder, S.
 Hyde, C. H.
 Manning, G.
 Menghetti, P.
 Pedersen, O.
 Raner, Capt. Theo.
 Valentine, Mrs.

OPIMUM QUOTATIONS.

Hongkong, 28th May.
 To-day's quotations are as follows—
 PATNA—High Nos. Per chest. @ \$88 1/2
 " Low " @ 88 1/2
 BENARES @ 88 1/2
 MALWA—New Per picul. @ \$910
 " Old @ 990/1000
 PERSIAN—Best @ 570
 " Low @ 350/60

CHINA COAST METEOROLOGICAL REGISTER.

May 27th, 1902, p.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	30.02	54	—	E	3	c
Tokio	"	30.10	—	—	NE	6	—
Kochi	"	29.91	—	—	E	8	—
Nagasaki	"	29.83	—	—	SE	4	—
Kagoshima	"	29.83	—	—	E	8	—
Taichow	1 p.m.	29.82	—	—	NW	4	—
Tainan	"	29.82	—	—	NW	4	—
Koshun	"	29.82	—	—	NW	4	—
Pescadores	"	29.82	—	—	NW	4	—
Gutlaff	3 p.m.	29.82	—	—	NW	4	—
Shanghai	2 p.m.	29.78	75	88	NNE	1	f
Amoy	4.30 p.m.	29.77	80	87	SE	2	f
Swatow	3 p.m.	29.69	88	80	SW	2	c
Hongkong	4 p.m.	29.73	84	80	SSW	1	ot
Victoria Peak	"	29.72	84	—	SW	4	c
Haiphong	1 p.m.	29.84	88	72	WSW	2	c
Manila	4 p.m.	29.84	88	72	WSW	2	c
Bacolod	3 p.m.	29.84	88	72	WSW	2	c
Iloilo	"	29.84	88	72	WSW	2	c
Cebu	"	29.84	88	72	WSW	2	c
C. St. James	"	29.84	88	72	WSW	2	c

May 28th, 1902, a.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	7 a.m.	30.00	43	99	W	1	o
Tokio	6 a.m.	30.06	—	—	NE	4	—
Kochi	"	29.95	—	—	NE	0	—
Nagasaki	"	29.87	—	—	SE	0	—
Kagoshima	"	29.87	—	—	SE	0	—
Taichow	5 a.m.	29.81	—	—	—	—	—
Tainan	"	29.78	—	—	—	—	—
Koshun	"	29.80	—	—	SE	2	—
Pescadores	"	29.80	—	—	SE	2	—
Gutlaff	9 a.m.	29.78	68	100	ESE	3	d
Shanghai	6.30 a.m.	29.76	80	87	SE	1	cm
Swatow	9 a.m.	29.76	80	87	SE	1	cm
Canton	10 a.m.	29.82	77	98	E	2	ort
Hongkong	"	29.82	77	98	E	2	ort
Victoria Peak	"	29.81	81	—	SSW	1	o
Gap Rock	"	29.81	81	—	SSW	1	o
Haiphong	7 a.m.	29.88	91	61	W	1	—
Manila	10 a.m.	29.88	91	61	W	1	—
Bacolod	9 a.m.	29.93	85	—	—	—	—
Iloilo	"	29.93	85	—	—	—	—
Cebu	"	29.92	87	—	NE	2	c
C. St. James	7 a.m.	29.92	87	—	NE	2	c

On the 28th at 12.17 p.m. The barometer has risen quickly in E. Japan, fallen slightly in N. China. Pressure is high in the Pacific to the E. of Japan, and low over the interior of China. Gradients are slight on the China coast for S.E. and S. winds. Forecast—light S. winds; squally, with thundershowers.

Telegraphic communication between the Observatory and Hongkong is interrupted.

F. G. FIGG,
 Acting Director.

Hongkong Observatory, May 28th, 1902.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Amoy, &c.	Maiduru Maru	June 11
Bombay, &c.	Izumaru Maru	May 31
Bombay, &c.	Prussien	June 12
"	Princess Irene	Sept. 18
"	Darmstadt	Oct. 1
"	Hamburg	June 26
"	Prinz Heinrich	July 10
"	Sachsen	July 24
"	Kiautschou	Aug. 7
"	Bayern	Aug. 21
"	Konig Albert	Sept. 4
Amoy, &c.	Anping Maru	June 4
Amoy & Hamburg.	Serbia	June 4
"	Suevia	June 18
"	Strasbourg	July 1
"	Sambia	July 15
"	Sicilia	July 30
Amoy & Cebu	Kaifong Maru	May 31
Amoy	Kumamoto Maru	May 31
Amoy	Eastern	May 31
"	Chingtu	June 6
Amoy	Deucalion	June 10
Amoy	Agamemnon	June 10
"	Stentor	June 24
"	Alcinous	July 8
"	Benlomoed	June 5
"	Sumatra	June 7
Amoy	Rosetta Maru	May 29
"	Rubi	May 29
"	Yuensang	May 31
"	Zafiro	June 4
Amoy	Hitachi Maru	May 31
"	Socatra	May 30
Amoy	Laos	May 31
Amoy	Maduff	May 31
"	Matsumi	June 14
"	Shimosa	June 21
Amoy	Merionethshire	June 20
Amoy, &c.	Wuhu	May 29
Amoy	Changsha	June 7
Amoy	Indrasamba	June 12
Amoy, (Or.)	America Maru	July 14
"	Nippon Maru	June 17
"	Peru	June 24
"	Doric	June 7
"	Coptic	July 3
"	China	May 31
Amoy	Paramatta	June 6
Amoy	Tientsin	May 29
Amoy	Tirol	June 3
Amoy	Lightning	May 31
Amoy, &c.	Daijin Maru	June 8
"	Daigi Maru	June 1
"	Thales	May 31
Amoy, &c.	Kasuga Maru	May 31
"	Guthrie	May 29
"	Yunnan	May 31
Amoy	Empress of Japan	July 16
"	Empress of China	June 4
"	Empress of India	June 25
"	Tartar	June 21
Amoy	Athenian	July 26
Amoy, B.C.	Gleocoge	July 12
"	Tacoma	July 31
"	Olympic	June 28
Amoy	Riojun Maru	May 31
Amoy, &c.	Shanghai	May 1

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Flannels, Flannelettes.
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NEW WHITE WASHING COLLARETTES AND VESTS.
LACE TIES WITH COLLAR ATTACHED, QUITE NEW. BOTH WHITE AND ECRU.
A CHOICE ASSORTMENT OF HAND MADE LACE COLLARETTES, ALSO THE NEW
APPLIQUE NET COLLARS.
NEW STOCK OF LACES AND INSERTIONS. PARASOLS IN ALL THE LATEST STYLES.
CHIFFON AND NET RUFFLES.
LADIES DAINTY, EMBROIDERED HANDKERCHIEFS; ALSO PLAIN HEMSTITCHED DITTO.
NEW SPOTTED CHIFFON FOR TIES ETC. CHOICE VARIETY IN FLOWERS
AND FOLIAGE FOR MILLINERY AND DECORATING PURPOSES.
A LARGE SELECTION OF READY MADE BLOUSES BOTH SILK AND MUSLIN,
MUSLIN WHITE AND COLOURED, DRESSING GOWNS AND JACKETS.
"CORONATION" UMBRELLAS.

DRESS DEPARTMENT.

NEW SUMMER MATERIAL "CREPOLINE" IN ALL DAINTY SHADES.
FANCY GRENADINES AND SPOTTED "CHANTILLY" NETS.

CHILDREN'S DEPARTMENT.

A LARGE SELECTION OF CHILDREN'S SILK AND MUSLIN HATS.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.
NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.
COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 7 months.
All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.
We intend making this department a specialty and ladies will do well to give us a trial.
Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.
Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.
Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is
necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.